

FLIGHT JACKET

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Marine Corps Air Station Miramar, Calif.

April 22, 2005

Commandant issues new guidance, Corps' vision

General M.W. Hagee

Commandant of the Marine Corps

When I assumed duties as the 33rd Commandant of the Marine Corps on Jan. 13, 2003, I published my guidance in order to provide direction during the following four years.

Today, the entire Marine Corps is engaged in supporting the Global War on Terror. While this mission is our number one priority, we also have the responsibility to prepare for the future. This message updates the guidance of Jan. 13 by laying out our vision for the 21st century Marine Corps. Additionally, it contains my intent for achieving this vision.

Vision

We remain the nation's premier expeditionary combat force-in-readiness. We are primarily a naval force whose strength is our ability to access denied areas from great distances. We project Marine forces from land or sea bases for operations as part of a joint or combined force. We provide defense of the homeland by operating from forward deployed locations throughout the world. We sustain our deployed forces for extended pe-

Our successes have come from the aggressive spirit, adaptability and flexibility of our leaders and units at all levels.

*General M.W. Hagee
Commandant of the Marine Corps*

riods of time.

We fight across the spectrum of conflict. However, we believe that our future will be characterized by irregular wars. We focus on war fighting excellence in everything we do. A guiding principle of our Corps is that we fight as combined-arms teams, seamlessly integrating our ground, aviation and logistics forces. We exploit the speed, flexibility, and agility inherent in our combined-arms approach to defeat traditional, terrorist, and emerging threats to our nation's security.

Every Marine is a rifleman and a warrior - our link to the past and our key to the future. We train and educate our Marines to think independently and act aggressively, with speed and initiative, and to exploit the ad-



Official Marine Corps photo.

vantages of cultural understanding. We thrive in the chaotic and unpredictable environments in which our forces

See **GUIDANCE** page 10

KC-130J aircraft makes first combat aerial delivery

Story by 1st Lt. Ben W. Grant,
VMGR-252

2nd Marine Aircraft Wing

AL ASAD, Iraq — Marine Aerial Refueler Transport Squadron 252, Marine Aircraft Group 14, 2nd Marine Aircraft Wing, has performed yet another first with their new KC-130J during its combat theater debut.

In the early morning hours of April 16, a single KC-130J cargo plane delivered needed supplies to Forward Operating Base Korean Village, a remote outpost in the Iraqi desert. However, the aircraft did not land to offload its cargo. Instead, it successfully conducted the aerial delivery of the supplies to the Marines on the ground.

Aerial delivery is not new to many of the VMGR-252 Marines. Some of the

crew are veterans of operations in Afghanistan, where similar parachute drops were conducted by older Marine KC-130 aircraft. This is the first combat aerial delivery for the J-model, and it's another success for the Marines using it in Iraq.

"Aerial delivery is one mission we do that requires the entire crew to come together as a tight team to accomplish the mission," said Capt. James Palmer, aircraft commander for the mission, and Tempe, Ariz., native. "The 'J' now allows us to be even better. The computer technology and state of the art avionics and navigation allow both consistent and accurate delivery of cargo on the drop zone."

The ability to perform such missions

See **AERIAL DROP** page 7



Marines from Marine Aerial Refueler Transport Squadron 252, Marine Aircraft Group 14, 2nd Marine Aircraft Wing, prepare more than 22,000 pounds of cargo for airdrop April 16. This was the first successful aerial delivery of cargo since the KC-130J arrived in Iraq in February. This also marked the first combat aerial delivery for the J-model aircraft. The airdrop measured six truckloads worth of supplies, which means more than 12 Marines did not have to risk conducting dangerous convoy operations. Photo by Lance Cpl. Andrew D. Pendracki

Inside

Weekend forecast from Miramar's weather station



74°/57°
Today



74°/58°
Saturday



74°/57°
Sunday

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crews keep
aircraft safe
pg 6**



Ten burglary prevention tips from Provost Marshal's Office

Story by Cpl. Ryan P. Quinn

MCAS Miramar military policeman

The following are crime prevention tips from the Miramar Provost Marshal's Office:

1. An unlocked lock is not a lock! Lock all doors, windows, and garage doors when away from the residence.
2. Re-key locks when moving into a new residence. Don't take for granted that all of the keys were turned in by the last resident.
3. Avoid hiding an extra key in a secret location.
4. Patio doors and windows can be among the easiest entry points for burglars. There are several means with which to better secure these areas of concern. A one inch dowel rod cut 1/8" shorter than the track can be placed in the channel at the bottom of the patio door or sliding window. Another less expensive means are commercially purchased anti-slide blocks or slide bolts, which can be used both on patio doors and sliding windows.
5. On garage doors the track is usually secured loosely and

the door can be pried open. By drilling a hole in the track above one of the rollers a padlock can be installed to prevent the door from being rolled up.

6. Never open a door to an unfamiliar person or voice. A simple, inexpensive safety device is the one way door viewer.

7. Interior lights should be left on, or turned on with a timer (the preferred method), in locations not visible from windows. External lighting is also important, but used by itself when the residence is unoccupied may actually tip-off the burglar.

8. Leave a radio or a television playing with the volume on low. This will create the impression of a conversation.

9. Shrubbery should be trimmed back to provide a clear view of the doors and windows.

10. Clean up your yard. Never leave small portable items (lawn chairs, grills, bicycles, etc.) in locations where they may be easily stolen.

NMCRS extends services beyond the uniform

Story by by Ann Evans

MCAS Miramar NMCRS Director

For 101 years, the Navy-Marine Corps Relief Society has been providing financial assistance and financial management counseling to Navy and Marine Corps personnel and their families.

Okay, so you already know that. Let's make it a little more personal.

What if your Dad lost his job or became ill and couldn't work. What if you, his Marine son or daughter, were the one to whom he turned for help in paying for his mortgage, food, and utilities until he found a new job or recovered from his illness? Did you know that NMCRS could help out in times like that?

We are able to make an interest-free loan (usually only one time) to help servicemembers contribute to the basic living expenses of their parents or parents-in-law.

You may be able to get such help from your bank or credit union, but chances are you can't get it in an hour. That's about how long it should take to get an interest-free loan at NMCRS. We will need to verify the needs and conditions causing the loss of income. We will also go through a budget with you to make sure you are able to repay such a loan. If you have statements or telephone numbers allowing us to quickly make our verifications and your Leave and Earnings Statement to facilitate the budget, assistance can be provided usually within an hour.

You may say to yourself that this sort of situation is not likely to happen to you. All right, what about pay problems? Have you ever had a payday when you didn't receive your full pay or, heaven forbid, any of it?

If the shortage was not at all your fault, but rather a government error, the society may loan you the funds to replace the shortage for one pay period. In that case you

don't even have to have a budget done. All NMCRS requires is a statement from your commanding officer, executive officer or administrative personnel officer stating the amount of the shortage, the exact nature of the problem, when the problem will be corrected and ensuring the loan will be repaid in full when you receive the missing funds. We have form letters already printed that will expedite the process.

When your money doesn't last till the next payday, we may be able to give you a loan (or grant depending on the circumstances) for food and other necessities until payday. We'll give you some free budget counseling to help you avoid similar problems in the future. We may also help you with your rent if you sent your money to help out dad when he lost his job as in the first scenario!

These examples only scratch the surface of the sorts of problems your NMCRS office helps with everyday. Everything you tell us is confidential. We won't tell your command or anyone else unless you give us permission. If we feel we need to talk to your command to verify something or to enlist their help in solving your problem, it is still your choice.

If you decided you wouldn't donate to the 2005 Active Duty Fund Drive for NMCRS because it doesn't seem relevant to you, think about your fellow Marines and Sailors. They might need the help of NMCRS. For questions or to make an appointment, call (858) 577-1807.

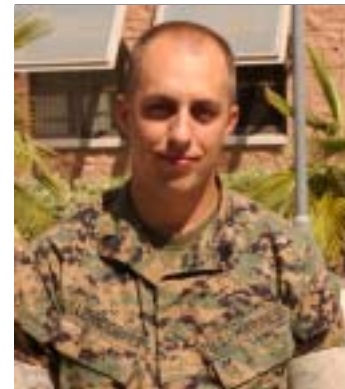
Sink or swim...



Competitors from Marine Corps Air Station Miramar jump into the water during the combat swim event, part of the 2005 Miramar Challenge Cup to benefit the Navy Marine Corps Relief Society. Photo by Cpl. Jonathan K. Teslevich

MIRAMARKS

"Why would you call the Navy-Marine Corps Relief Society?"



SGT. WAYNE M. LEHDORFER
Wireman
MWSS-373

"I have been helped by them a bunch of times, especially when my kids were born. They have a great class for budgeting money for babies."

SGT. CHRIS J. DUDLEY
Avionics Technician
HMM-166

"I've never used their help, but if I couldn't pay my bills or needed financial planning advice, I would give them a call."



LANCE CPL. TODD A. SKIPWORTH
Flight Equipment Technician
HMM-166

"I would pay them a visit if I needed an emergency loan to fix my car or fly home in an emergency."



MAJ. GEN. KEITH J. STALDER
Commanding General
3rd Marine Aircraft Wing



BRIG. GEN. CARL B. JENSEN
Commander MCABWA
Commanding General
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Clinic adds patient slots for families, retirees

Story by Cpl. Jonathan K. Teslevich

MCAS Miramar Combat Correspondent

San Diego is called home by tens of thousands of active, reserve and retired servicemembers. A convenient location for their families to receive quality healthcare can be difficult to find.

Responding to this need, the Family Practice Clinic here reopened its patient enrollment to new applications April 1.

"We thought that we had the room, so we opened it up," said Petty Officer 1st Class Willie C. White II, lead petty officer, FPC. "We haven't added any new staff, but the additional patients should be no problem for us.

"We'll have less down time, however there will be the same amount of possible appointments per day, so if we

manage our time well, nothing should change."

For the families inside the Marine Corps Air Station Miramar gate, as well as those living nearby, the Family Practice Clinic is a convenient, high-quality source of medical care.

"The clinic is great for families or retirees living close to the air station," White said. "The center offers services including routine appointments, physicals for schools, well-baby checks, immunizations and acute care. Basically, if a dependant or retiree is sick, then this is where they can come for care. If they need additional care that we cannot handle, (emergency care), we send them down to Naval Medical Center San Diego or a local hospital."

The types of medical cases the clinic sees varies greatly in terms of quantity

and time of year, according to Denetra M. Smith, a registered nurse with the FPC. "We're usually pretty busy, but during flu season it gets a little crazy, and right now were seeing a lot of asthmatics because of the change in seasons and all the blooming vegetation."

For example, in November 2003, the height of the flu season, the clinic administered 837 immunization shots.

Though the types of cases are common at times, there is always a variety of patients walking in for medical care, stated Dr. Daniel J. Metsch, a pediatrician with the FPC.

"We are full family care, from newborns to retirees under the age of 64; Medicare takes over after that," Metsch said. "One patient might be the 19-year-old pregnant wife of a private first class and the next could be the com-

manding general's wife.

"Plus with the nature of the military, our patients are from around the world. That always makes it interesting."

The clinic has been in its current location, building 2495 for five years, a big step-up from their old home inside the air station's bowling alley, remarked Metsch.

"We have grown a lot in my ten years working here. (We have matched) the demand to use this facility because people want the convenience of a nearby medical clinic," Metsch said.

Persons wishing to apply to be added to the patient rolls can call 888-TRIWEST. The Family Practice Clinic's hours are 7:30 a.m. to 4 p.m. Monday through Thursday and 7:30 a.m. to 3:30 p.m. Friday.

Station wildlife does best when left alone

Environmental Management Department

MCAS Miramar

Spring has sprung. Marine Corps Air Station Miramar has a lot of developed and undeveloped land where wildlife coexist with us. Because many birds are now, or soon will be, laying eggs and raising young, now is the time when they are most vulnerable to disturbance. Wildlife can survive and do well on station if disturbance is not constant. They have adapted to living with our training mission and many will quietly hide and let Marines pass.

Young birds and other wildlife found alone are not abandoned and they should always be left undisturbed. Their parents must leave the nest to feed themselves and find food for their young. When young are threatened, their parents expend energy defending them, which could otherwise be used for feeding and caring for their young. Behaviors that parents use, such as a broken wing display to lead predators away or diving onto intruders to drive them off, keep outsiders away from their young. However, such instinctive actions expend significant amounts of energy.

In the meantime, the chicks may suffer from

hypothermia as they attempt to hide or may starve while the adults try to distract or lead intruders away. Often, the adults will not return to their nests for a long period of time to avoid leading predators back to their nests or young.

Bird conservation requires extra care during the breeding season. The Migratory Bird Treaty Act was enacted as a result of reduced bird populations in the early 1900s when birds were being shot as commercial commodities for their meat, decorative feathers, down and eggs. The Act prohibits killing or capturing migratory birds or destroying their eggs or nests.

However, during lawful hunting seasons in the fall, some migratory birds can be hunted. In rare instances, nests, eggs and individual birds may be removed and relocated by qualified personnel possessing a special permit. The most common violation of the act is the destruction of occupied bird nests, which usually kills young chicks or destroys un-hatched eggs.

Almost every bird you see on the station, whether an owl, crow, sparrow or gull, is a migratory bird and is fully protected under the Migratory Bird Treaty Act.

Beginning in late February, some bird species begin building nests. Some birds don't mind

nesting around humans. The most common migratory birds on the station that cause a nuisance are the morning dove, house finch, owl and cliff swallow. They nest on structures, such as bridges, hangar doors, under roof eaves or inside mechanical equipment. Individuals can only remove bird nests containing eggs or young birds with a Migratory Bird Permit issued by the U.S. Fish & Wildlife Service.

If nests are built and become occupied in motorized vehicles or mechanical equipment, this equipment could be rendered inoperative until the young birds have left the nest or are legally relocated. This could have a significant impact on military maintenance and operation.

There are measures you can take to prevent bird nests from forming. You can block access or clean nest sites during the construction phase to discourage nest building.


However, these preventative measures can only be taken before the nests are completed and eggs are laid. Once there are eggs or young in the nest, they must be left alone. After the eggs have hatched and young have left the nest, usually late August or September, the nests may be cleaned up and preventative measures taken to deny bird access for the following year.



A hummingbird perches on a tree limb aboard Marine Corps Air Station Miramar, Calif., April 19. Wildlife has been part of the surrounding area before servicemembers began building Miramar and should be protected. Photo by Lance Cpl. James B. Hoke

For assistance and recommendations for nuisance wildlife problems contact the MCAS Miramar Wildlife Biologist at (858) 577-6498. For removal of nuisance wildlife, contact the public works help desk at (858) 577-1609/1619.

SHARE YOUR EXPERIENCES!



MCAS Miramar needs servicemembers from all ranks, occupations, experiences, backgrounds and upbringings to participate in the Guest Speaker Program. If you are interested, call the Community Relations Department at (858) 577-4333.

An appreciative audience awaits

Osprey tests at combat center

Story by Lance Cpl. Brian A. Tuthill

MCAGCC

MARINE CORPS AIR GROUND COMBAT CENTER TWENTYNINE PALMS, Calif. — Combat center Marines and Sailors may get a glimpse of the MV-22 Osprey flying again as the test group conducts practice missions during an operational evaluation period throughout April.

All MV-22 Ospreys were grounded in January 2005 because of excessive wear found in the gear-box bearings, which control the propellers, said 2nd Lt. Geraldine Carey, public affairs officer for the test group.

Since then, those bearings have been replaced with chrome-coated ball bearings to protect from wear, said Carey.

The Osprey, which takes off and hovers like a helicopter, can rotate its nacelles and fly like an airplane, faster and further than a helicopter.

The Osprey is slated to replace the CH-46E Sea Knight and CH-53D Sea Stallion helicopters.

“The operational evaluation period began March 28,” said Carey. “Two of the aircraft flew non-stop from (Marine Corps Air Station) New River, N.C., to Nellis Air Force Base, Nev., and conducted aerial refueling.

“The Ospreys made the cross-country journey in less than half a day,” Carey continued. “For the CH-46 helicopter, that would take over three days to fly the same distance.”

Testing aboard the Combat Center includes the transporting of infantry Marines, refueling, defensive maneuvers against fixed and rotary-wing threats



The MV-22 Osprey, which can take off and land like a helicopter, but can rotate its engines and fly like an airplane, performs a vertical takeoff maneuver during recent evaluations. *Photo courtesy of VMX-22*

and lifting external cargo.

According to Carey, the Osprey will be further tested on U.S. naval amphibious ships after evaluations are completed here.

When the operational evaluation period ends in June, a report will be delivered to Congress to make

a decision on whether or not to enter full production.

“Only eight of the 19 MV-22 Ospreys are involved in the operational evaluation,” said Carey. “The others will remain at New River and continue training for the pilots and air crew, in order to have fully qualified instructors.”

Rollin, rollin, rollin...



Marines from several units participated in a motorcycle run through San Diego, April 15, to help raise money to support the 2005 Marine Corps Ball for the Marines of Marine Corps Air Station Miramar. The participants consisted of three ‘sticks’—two of 12 riders and one of 10 riders—that cruised several miles of San Diego’s roads on motorcycles of all shapes and sizes, eventually arriving at a restaurant in the nearby community of Mira Mesa. “The ultimate goal for this motorcycle run was to support the Marine Corps Ball, as well as give Marines a chance to meet some friends, support the Marine Corps and build camaraderie,” said Gunnery Sgt. Kenneth Ford, operations chief, 3rd Marine Aircraft Wing. “It helps with the costs (associated with the Marine Corps Ball) by lowering the ticket price and buying the flowers, decorations and gifts for Marines attending the ball.” *Photo by Lance Cpl. James B. Hoke*

ScanEagle patrols Iraq

VMU-2 deploys unmanned system

Story by Gunnery Sgt. Shannon Arledge

2nd Marine Aircraft Wing

AL ASAD, Iraq—Unmanned aerial vehicles have changed the way commanders in the 21st century decide on when and where to wage battles. The technology is more widely relied upon for today's fight in the Global War on Terrorism.

Marine Unmanned Aerial Vehicle Squadron 2, 2nd Marine Aircraft Wing, from Cherry Point, N.C., has been deployed to Iraq since 2002. The squadron provides commanders with the situational awareness ground units need to protect lives.

VMU-2 operates a new aerial vehicle adopted into the UAV family. Smaller than its Pioneer counterpart, the system already in use, ScanEagle increases the intelligence, surveillance, and reconnaissance coverage in the western part of Iraq. The unmanned aircraft offers commanders day and night imagery of the battle space.

"ScanEagle compliments the Pioneer currently used. This is not a replacement," said Maj. Michael A. Juenger, VMU-2 detachment officer-in-charge, and a Downingtown, Pa., native. "This is an additional asset we have, and we are the only military service and unit with ScanEagle."

The Marine Corps first deployed with ScanEagle during July 2004. The aerial reconnaissance asset brings in the newest technology so commanders can develop a better picture of potential targets.

ScanEagle provides real-time images to intelligence analysts on the ground. The 2nd MAW analysts use the crystal-clear pictures to provide ground troops with information on enemy concentrations, number of personnel, vehicles, and activity that seems suspicious.

"I love this job, and what I'm doing," said Staff Sgt. Robert D. Custer, a native of Cumberland, Md. "We keep the units

aware of what's happening. If troops are in contact with the enemy we can give commanders decision-making data, and also information on who may be coming their way."

Locating the enemy is the number one mission for the small detachment. As they collect information on potential targets, the leaders on the ground decide what effective measures to take to minimize the risks against friendly forces and to destroy the enemy. Spending almost 15 hours a day gathering information, the analysts provide a solid foundation to make tactical decisions.

"ScanEagles' imagery gives the Marines an idea of how to attack. We provide an overhead picture to prepare the troops, and a better view of what is coming," said Staff Sgt. Aracely J. Dewald, intelligence analyst, and Lake Carmel, N.Y., native.

ScanEagle weighs approximately 40 pounds and has a 10-foot wingspan. The aircraft operates with a small engine, requiring a small amount of fuel. Its 4-foot frame can remain airborne for more than 10 hours. Take-offs are easy; each drone is launched using a catapult system, which makes it runway independent and perfect for forward operating forces. Using the Global Positioning System, it is retrieved with a skyhook where the UAV catches a small, suspended rope.

"I refer to ScanEagle as a miniature robotic air vehicle," said Martin Susser, who volunteered to deploy to Iraq. He works for the Insitu Group, who developed the aircraft in conjunction with Boeing. "Other UAVs require a pilot, (someone to steer), similar to a radio controlled aircraft; ScanEagle doesn't need a pilot. We program missions guided by GPS, launch the aircraft and it gets there," added Susser, a native of White Salmon, Wash., who maintains the systems and software programs.

"This device acts as a remote forward observer; the electric eye in the sky," said Susser. "I'm impressed with its performance (in Iraq). The aircraft has been tested in all different environ-



Mark K. Preston, mechanic operator, Boeing, retrieves the ScanEagle unmanned aerial vehicle after it catches a small rope. The UAV just returned from a reconnaissance mission over Western Iraq. The ScanEagle UAV is operated by a small detachment of Marines and civilians making up Marine Unmanned Aerial Vehicle Squadron 2, 2nd Marine Aircraft Wing. Photo by Gunnery Sgt. Shannon Arledge

ments and weather and it's holding up well in Iraq and providing essential battlefield information. This is an important asset."

Unable to provide specific information (for security reasons), the intelligence analysts and ScanEagle operators report the aircraft is serving its purpose. The slow buzz of the aircraft's two-cycle engine is enough to keep potential terrorists off the streets, they said. The group of Marines and civilians, although modest, realize the valuable tools they operate are essential to the survival of the fighting forces on the ground.

Marines keep Hornets corrosion-free, crew safe

Story by Cpl. Jonathan K. Teslevich

MCAS Miramar Combat Correspondent

Dale Earnhardt Jr. drives in races around the country in one of the highest performance vehicles ever made. The people who make sure the car and all its parts are operating in good order, are a team of professional maintainers.

The F/A-18C Hornet is little different from Earnhardt's ride. It also holds the title of one the hottest aircraft to ever take to the skies and requires an army of mechanics with varied specialties to keep it knifing through the air without falling apart.

The Marines with the Smokes' Corrosion Control, airframes, Marine Fighter Attack Squadron 134, Marine Aircraft Group 46, 4th Marine Aircraft Wing, perform the critical portion of maintaining the Hornets flown through an extensive process of corrosion inspection, repair and aesthetic improvements.

"Right now we have four Marines in our section taking care of the squadron aircraft, which keeps us really busy because we only have a day crew 'stay crew,' unlike a lot of other maintenance sections," said Lance Cpl. Dana E. McNulty, ejection seat mechanic, working with the corrosion control section. "About every 84 days we do a full inspection of the aircraft looking for damage like chipped paint—the leading indicator of possible corrosion of the metal underneath the protective layers of paint.

"We'll sand the paint down and repaint the

surface, but it has to be dry so the paint doesn't lose its protective qualities by running from moisture."

The importance of identifying and fixing the damage to the aircraft's components is recognized by the corrosion control Marines.

"We don't have the most exciting jobs, but if we don't find the damaged parts, then an aircraft flying hundreds of miles per hour at 30,000 feet with rusted pieces of metal can come apart pretty quickly," said the Concord, N.H. native. "We can't let that happen."

The rust hounds with corrosion control also take pride in the work they do.

"These are our jets, our responsibility, the pilots they're great, but they just temporarily borrow them to fly," said Lance Cpl. Mark, A. Varela, an Odessa, Texas, native and corrosion control technician, corrosion control, airframes, VMFA-134.

In addition to the full inspections, the corrosion control Marines are responsible for labeling new aircraft or aircraft the Smokes received from other squadrons, a process of that takes about five days.

"We paint the things like the national star, aircraft and squadron number used to identify it, and warnings on the jet," McNulty stated. "The warnings are put on the plane for safety reasons and say things like, 'beware of blast,' 'don't step' or 'step here.'

"These warnings are really important for the new people to the section and squadron, especially because we work with reservists that don't see the aircraft except for on drill weekends," concluded McNulty.



Sgt. Roberto C. Gutierrez (right) and Lance Cpl. Dana E. McNulty tape the outline for the national insignia to be painted on a Marine Fighter Attack Squadron 134 F/A-18C Hornet. Gutierrez is a Silver Spring, Md. native, and assistant noncommissioned officer-in-charge, corrosion control, airframes, VMFA-134. McNulty is a Concord, N.H. native, and ejection seat mechanic, corrosion control. The corrosion control Marines perform the critical task of maintaining the Hornets flown aboard Miramar, through an extensive process of corrosion inspection, repair and aesthetic improvements. *Photo by Cpl. Jonathan K. Teslevich*

One lucky devil...



It's all fun and games until somebody loses an eye. Recently a Marine from Marine All-Weather Fighter Attack Squadron 533, Marine Aircraft Group 31, 2nd Marine Aircraft Wing, was not playing any games, and he was not taking any unnecessary risks with his personal safety. Lance Cpl. Chandler I. Bunting's freshly damaged safety goggles are displayed after being damaged by a 1.5-inch sewing needle. Bunting was working alone at his sewing machine at the beginning of his shift making intake and exhaust covers for VMFA (AW)-533, when a 1.5-inch sewing needle snapped and lodged itself into his safety goggles. "At first I thought it just bounced off," Bunting said. "I was really surprised." *Photo by Cpl. K.A. Thompson*

Anti G-Suit tightens down to prevent blackouts

Story by Lance Cpl. James B. Hoke

MCAS Miramar Combat Correspondent

Less than two decades after the Wright brothers pioneered flight, pilots began to experience “grayouts” and blackouts while operating military and specialized aircraft.

The problem of blackouts, caused by over-exposure to forces greater than gravity, or G’s, didn’t become significant until the 1930s with the creation of higher performance planes.

This brought about the creation of the G-suit in 1931, designed to counteract the physiological affects of aircraft acceleration on an aviator.

The G-Suit is a piece of flight gear with internal bladders covered with cloth that wrap around your legs and abdomen,

according to 1st Lt. Zack Anthony, pilot, Marine Fighter Attack Squadron 232, Marine Aircraft Group 11, 3rd Marine Aircraft Wing. “The bladders plug into the aircraft and bleed air off the engine and pumps it into the suit, which fills up the bladders. This tightens the suit, which slows the blood from going down into your legs or other parts of your body when you are pulling G’s.”

According to Capt. Jake L. Purdon, mission planning officer, Marine All-Weather Fighter Attack Squadron 242, MAG-11, 3rd MAW, the greater amount of G-force you are under, the greater a pilot’s chances are of losing consciousness.

“If you are in an engagement and under a lot of G-force, you will lose consciousness over time because the flow of blood is going out of your head and into your legs and

lower body,” said Purdon. “You have the G-suit that puts pressure on you and will keep the blood from falling out and going down into your legs. It gives you an extra tolerance against those G’s.

“Without it someone may ‘grayout’ or blackout at around five or six G’s—in other words, five or six times the force of gravity—but with it, you can hopefully get someone up to where they can stand six and a half or seven and a half G’s for an extended amount of time,” he added.

The whole reason for the G-Suit is to keep you from blacking out when you are pulling G’s, said Anthony. However, it isn’t the only protection pilots have.

“They also teach pilots a few techniques that help when you are pulling G’s,” said Anthony. “They teach you to flex the

muscles in your lower body and chest to slow the flow of blood to them.

“You can fly the same without the G-Suit, it just gives you the ability to pull a couple extra G’s,” he added. “Without it, you have to work a lot harder to pull the same amount of G’s and you fatigue earlier, which could be the difference between winning and losing in a combat engagement.”

Although the G-Suit helps out immensely with blacking out for pilots, not all pilots have to use it.

“Only aircrew that are in fighter attack jets use the G-Suit,” concluded Purdon. “For example, they don’t wear G-Suits in the (EA-6 Prowler), but they do wear them in the F-15, F-16 and F-18. Any type of fighter aircraft you have to have the G-Suit because you will be under a lot of G’s.”

AERIAL DROP

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is important today.

One highly publicized aspect of the war in Iraq is the improvised explosive devices supply convoys encounter. The insurgents know the cargo convoys carry is critical to the success of American operations in Iraq and they make every effort to target them.

Corporal Brandon Hagy, VMGR-252 and 21-year-old Richmond, Va., native, summed the mission up. “This kind of mission will help tremendously. Every drop we do could save lives since fewer trucks will need to risk the trip. We dropped 16 container delivery system bundles totaling 22,430 pounds of supplies in one pass.”

Hagy, a loadmaster who did similar drops in the older model KC-130 in Afghanistan, said there is virtually no difference in his job between the two aircraft. “There are some minor technical differences, and the ‘J’ is better, but I still do the same thing.”

“Some aspects are more automated to make (airdrops) more accurate with the ‘J,’ and that’s definitely a plus,” said Staff Sgt. Vincent Chandler, the senior loadmaster with VMGR-252 from Savannah, Ga. “The Marines on the ground benefit most, and the pilots are able to use the aircraft’s technology to pinpoint the cargo’s landing zone. We got the drop within 25 meters of our intended drop point.”

The drop was done with the crew wearing night vision goggles. Operating at night further ensures success; the darkness providing concealment from insurgents.

The Marine J-models also possess state of the art defensive systems that have proven themselves in the threatening Iraqi environment.

“The KC-130J has a heads-up display, the instrument lighting is night vision device compatible and overall the new technology absolutely enhances the ability of the ‘J,’” said Palmer. “But who ultimately benefits from this improved capability are the Marines on the ground. If we can get supplies to them faster, consistently, and more reliably, their lives are made easier and their ability to accomplish their missions is enhanced.”

This aerial delivery further demonstrated the reliability of the Marine’s J-model KC-130s in combat operations.

Aerial refueling and traditional cargo and personnel transport have accounted for the majority of the almost 1,200 combat flight hours Marine Corps J’s have flown since the squadron, whose call sign is “Otis,” arrived in Iraq in February.

Tax Center wraps up filing season, deadlines extended

Story by Lance Cpl. James B. Hoke

MCAS Miramar Combat Correspondent

The Miramar Tax Center brought the 2005 Tax Season to a close April 15.

Through the hard work and dedication of the number-crunching Marines and Sailors, the Tax Center managed to pull through another year of taxes, finishing with 4,600 returns and \$6.7 million in refunds.

“The Tax Center did extremely well this year,” said Sgt. Sarah L. Ray, a Kailua, Hawaii, native. “For one, I thought we had a better-trained and (more) prepared staff than previous years. They are very dedicated and prepared to do basically anything.

“When we select people to work at the Tax Center, we send out two letters,” the noncommissioned officer-in-charge of the Tax Center, Headquarters and Headquarters Squadron, added. “One letter to (3rd Marine Aircraft Wing) and one to (Marine Corps Air Bases Western Area), requesting a certain amount of individuals and a certain number of each rank.”

Although the Marines and Sailors stay dedicated to their work, they will be heading back to their original duties at the units they are from.

“All of the Marines and Sailors are going back to their units,” said Maj. Sarah T. Schaffer, officer-in-charge, Tax Center, Headquarters and Headquarters Squadron. “We are trying to keep a few to keep the tax center open year around.”

According to Schaffer, they would like to keep, or at least receive, the same Marines for next year’s tax season.

“We’d like to have the same Marines from this year for next year but it is hard to work with the units and guarantee that,” said Schaffer, a Lincoln, Mass., native. “It would make sense for the Tax Center to have the same people again.”

According to Ray, the Marines and Sailors have helped a lot of people get their taxes done correctly and for that, have earned some respect from the community.

“Everywhere I go I run into people I’ve helped,” said Ray. “A lot of people are happy. Everyone I’ve talked with is pleased with the services provided here. Helping out the community is a great thing.”

However, the Tax Center isn’t completely finished with taxes this year.

“We are basically still doing taxes,” said Ray. “We’re still filing them. We are going to have extended hours until May 1 and from that point we are turning into a year-round Tax Center. You’re never done when it comes to taxes, it’s a year-round thing.”

According to Ray, the Tax Center is already known to be free and proficient at its task. However, that isn’t all the Tax Center would like to be known as.

“I don’t want to be known just as a free tax service, I want to be known as the best tax service available to Marines and Sailors,” she concluded.

Passing the sword so new leaders can carry on...



Sergeant Major Peter J. Trower, sergeant major, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, hands over the sword symbolizing the mantle of enlisted leadership for the unit to Lt. Col. Daniel J. Snyder, executive officer, MAG-11, at his retirement ceremony April 15 aboard Marine Corps Air Station Miramar, Calif. Snyder would then pass the ceremonial sword onto the group’s new sergeant major, Sgt. Maj. David J. Scharnhorst. “Today is now bringing to a close my Marine Corps story and a chapter in my life,” said Trower, a 30-year veteran of the Marine Corps. “The rank of sergeant major, to me, is a milestone and I don’t take it lightly; things with Marines you can’t take lightly. It is a pretty awesome achievement but you don’t achieve it (by) yourself. It is achieved through the hard work, sweat and tears of those Marines and Sailors out there, before you, standing ever so proudly. It has been an absolute honor and privilege to serve beside you.” *Photo by Lance Cpl. James B. Hoke*

Hornet mechs keep pilots flying safely

Story by Lance Cpl. James B. Hoke

MCAS Miramar Combat Correspondent

Inspections occur throughout the Marine Corps everyday. Some are for appearance, image and discipline. Others, such as maintenance inspections, are for the well-being and safety of a Marine's operating equipment.

The maintenance Marines of Marine Fighter Attack Squadron 232, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, perform inspections on, and provide upkeep to, the aircraft of the squadron everyday at Miramar.

"We usually service a jet every two- to three- days," said Lance Cpl. Billy Starky, powerline mechanic with the 'Red Devils' of VMFA-232. "The amount of time it takes for each (aircraft) depends on if something is broken or not."

Although safety for the pilot and other Marines is the primary reason for the frequent maintenance to each jet, it is not the only reason.

"The reason why we do (maintenance) is not only for the safety of the officer flying the jet or everyone else," said Starky. "The reason why we do this is to get a good feel for

what the aircraft needs so we can fix the problem.

"If we didn't do our job it could cause tremendous damage," he added. "Safety wouldn't be good at all and a lot of people could be injured or killed."

According to Staff Sgt. William E. Bader, maintenance control, VMFA-232, inspections have to be done and made on time or worse things could happen.

"If (inspections) are not done and something critical happens, say a component cracks and we don't inspect it for 200-to 600- hours, it is a catastrophe waiting to happen," said Bader. "Engineers complete inspections all the time and on time. We've found cracked and worn components on several occasions. We take those components and turn them in to get new ones back, which go back into the aircraft.

"If everything goes right, it can take three- to four- days to complete (an inspection)," the Noblesville, Ind., native added. "If there are any major discrepancies, it could take as long as a week or two."

Although these inspections must occur every 200 flight hours for each jet, Marines treat it like taking a car



Cpl. Vincent Schaad, a Waterford, Ohio, native, drills small holes into the rigging of an F/A-18 Hornet, April 13, to mount small components needed in the aircraft at Miramar. The airframes mechanic of Marine Fighter Attack Squadron 232, Marine Aircraft Group 11, 3rd Marine Aircraft Wing, is one of the maintainers responsible for ensuring the safety of the squadron's pilots and aircraft. Photo by Lance Cpl. James B. Hoke

in to get an oil change.

"For each jet, we actually do a major inspection," said Starky. "We look for major wears or tears on the landing gear and anything else in the jet. It's a lot like taking care of your own car. You know how after your car gets so many miles on it, you take it in for an inspection to get the oil changed and the engine inspected? It is the same way with a jet.

"We just roll a jet in here and look the whole thing over," the

Cardington, Ohio, native added.

"Basically, we take out and replace anything on it that will ensure the pilot is good to go."

According to Bader, the maintenance Marines of VMFA-232 unquestionably earn their keep through the job that they do.

"They work hard and definitely earn their money at what they do," Bader concluded. "Through their efforts we have been able to maintain a good readiness."

GUIDANCE

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are employed. We are committed to and sustained by our families, the American people, and our operational partners. We are devoted to each other and the cause of freedom.

Intent

Purpose — to provide the capabilities joint force commanders will need to meet the wide spectrum of challenges that our nation will face in the 21st century.

Method — we will preserve our tradition of being most ready when the nation is least ready. We will continue to rely on our fundamental tenets of expeditionary maneuver warfare and combined-arms air-ground task forces. We will enhance and expand these capabilities through the aggressive implementation of sea-basing and distributed operations. These transforming concepts will increase our agility and speed in operations from cooperative security to major combat.

Our successes have come from the aggressive spirit, adaptability and flexibility of our leaders and units at all levels. We will continue to create Marines who thrive in chaotic and uncertain environments. To that end, we will place renewed emphasis on our greatest asset — the individual Marine — through improved training and education in foreign languages, cultural awareness, tactical intelligence and urban operations. We will develop and provide the best individual equipment available. We will train, educate, orient and equip all Marines to operate skillfully across the wide spectrum of operations, blending the need for combat skills and counter-insurgency skills with those required for civil-affairs. To do so, we will continue to attract, recruit and retain the best of America's youth.

Implementation of distributed operations, as an extension of maneuver warfare, will require a focus on enhanced small units: more autonomous, more lethal, and better able to operate across the full spectrum of operations. This will require investing in the technologies and training that will provide individual communications, tactical mobility, and networked intelligence

down to the squad level. Our logistics and fires capabilities must be adaptive and scalable in order to support these small units, whether dispersed across the battle space or aggregated for larger operations.

We will rely on our traditional strength of working with partner nations in order to enhance regional security and stability. Additionally, we will place new emphasis on interaction and coordination with key interagency and international forces.

While ever ready to respond to major combat operations, the future holds a greater likelihood of irregular wars fought in urban environments, against thinking enemies using asymmetric tactics. Thus, we will adapt our tactics, techniques and procedures as well as technology to enhance our capabilities to succeed in these environments. We will shape and enhance the capabilities of our reserve forces to respond to the 21st century environment, and improve our integration and coordination with special operations command.

We will continue to enhance and transform our capabilities for forcible entry from the sea. Sea basing will significantly reduce our deploy/employ timelines while also dramatically reducing our footprint ashore. While the Marine Expeditionary Brigade is our primary forcible entry force, our principal contribution to the joint fight in major combat operations will remain the Marine Expeditionary Force.

End state — A Marine Corps that celebrates its culture and ethos, but is never satisfied with its current capabilities and operational performance. A Marine Corps that is a learning organization; embracing innovation and improvement in order to increase its effectiveness as part of the joint force.

I charge each and every Marine to read and understand this guidance. Implementing taskings have already been delivered to the deputy commandants, directors and Marine Force commanders. However, all Marines have the responsibility to fully support and aggressively implement the intent.

Semper Fidelis and keep attacking.



“The Commandant’s Own” Drum and Bugle Corps and the Marine Corps Color Guard march into the Grand Ballroom at the New York Hilton, April 15, during the Marine Corps Scholarship Foundation’s annual Leatherneck Scholarship Ball. Photo by Cpl. Lameen Witter

MCSF hosts ball in NYC

Story by Sgt. Beth Zimmerman

New York City Public Affairs

NEW YORK — Flashes of instruments glinted through the formation of Marines as the familiar musical notes of Frank Sinatra’s hit, “New York, New York” echoed through the New York Hilton Grand Ballroom, April 15.

More than 650 people watched in awe as “The Commandant’s Own” Drum and Bugle Corps, performed for the crowd.

The Marine Corps Scholarship Foundation hosted its 43rd Annual Leatherneck Scholarship Ball in Manhattan. The foundation honored Denis A. Bovin, vice chairman of Investment Banking for Bear, Stearns & Co.; Mark Ronald, president and chief executive officer of BAE Systems North America, and Gen. Michael W. Hagee, Commandant of

the Marine Corps.

“Education is extremely important to Marines,” said Hagee. “With (the foundation’s support), we can ensure more of those sons and daughters (of Marines) get the education they deserve.”

According to Peter DePaola, president of the foundation’s New York Leatherneck Ball, “the MCSF exists to provide financial assistance to the children of Marines and former Marines pursuing higher education.”

The foundation has awarded more than \$27 million in scholarships and bonds since its start in 1962. This year, the foundation has awarded 967 scholarships totaling more than \$1.75 million.

“The whole purpose here tonight,” said DePaola, “...is to let those Marines serving overseas know that people here care enough to make donations so that their kids can go to college.”

Miramar retiree finds Corps connection in Nebraska

Story by Maj. Carolyn Dysart

Marine For Life Public Affairs

LINCOLN, Neb. — It’s a small world. That’s what Master Sgt. Randy Bevers discovered when he used the Marine For Life program to find a post-retirement job here.

After hearing about the program at the transition assistance program class and a retirement seminar, the 23-year veteran decided to check it out. He registered on the website in the fall of 2004 and received an e-mail from Gunnery Sgt. Jody Brott, the Home-town Link for Omaha. It didn’t take long for the two to realize they had served together at Marine Helicopter Training Squadron 303 back in the early ‘90s.

Bevers, an aviation maintenance chief serving with Marine Aviation Logistics Squadron 11, 3rd Marine Aircraft Wing, before his retirement, was looking for a similar job in the corporate world. Brott sent him three

names to contact, including Kevin McGinn at Duncan Aviation.

“When I initially talked to Gunny Brott it didn’t sound to me like there was much going on in the area,” said Bevers, but he still wanted to get back to what he refers to as “God’s Country” to continue raising his family.

Bevers was a bit skeptical about Duncan. He had visited the company in July 2004 and didn’t get past the lobby. He was told to fill out an application and they would get back to him. Nothing resulted from the application but he gave McGinn a call anyway.

“Just talking to Kevin I found out he had been in the Corps in the early ‘70s and worked on A-4s,” said Bevers.

McGinn, a regional sales manager for Duncan, was immediately impressed with Bevers.

“He was very professional, polite and confident. He left me with the feeling that he had the kind of work ethic and teamwork we value,” said McGinn, who asked Bevers for a

resume, even though the company wasn’t hiring.

McGinn sent the resume up to Rich Baeder, Duncan Aviation’s vice president for Aircraft Services. Baeder called Bevers and interviewed him over the phone. As it happened, the two had served in Marine Light Helicopter Squadron 167, 3rd MAW, at the same time in the early ‘80s.

“The world got quite a bit smaller after that,” said Bevers.

Duncan expressed their interest and flew Bevers out from California at the end of October for a formal interview. It was also a house-hunting trip. A job offer followed soon after and they had a deal within a few days over the phone.

“I was quite surprised when I ran into Rich a few weeks later and he said, ‘We hired that guy,’” said McGinn.

Although Duncan Aviation has been part of the Marine For Life network for several years, this was their first experience with the program. It couldn’t have been better.

“We’re very pleased with Randy. He did it all right. He got us to hire him when we didn’t really have a spot. The fact that he was a Marine didn’t hurt. I’m certain if more Marines approach us we’ll take a look at them,” said McGinn.

“What really impressed me about Marine For Life is how big it’s gotten and how effective it really is,” added Bevers.

According to Bevers, the Marine Corps is just a big family that keeps on going. While Brott was looking up job contacts for him, he was tracking down some old aviation administration contacts for Brott.

Working at Duncan, Bevers has discovered an even stronger Marine Corps connection.

“People see the stickers on my toolbox and come up and talk to me about when they served,” said Bevers. “We’re talking about doing a cake-cutting on the Marine Corps birthday this year.”

Miramar Movies

The Station Auditorium is located in building 2242, and will be featuring the following movies free of charge. Outside food and drinks are not permitted. For more information, contact 577-4143 or log on to www.mccsmiramar.com.

Friday:
4:30 p.m. Cursed (PG-13)
7:00 p.m. Laugh Your Tax Time Blues Away Live Comedy Show (18 and over only)
9:00 p.m. Diary of a Mad Black Woman (PG-13)

Saturday:
6:30 p.m. Because of Winn Dixie (PG)
8:45 p.m. Man of the House (PG-13)

Sunday:
1:00 p.m. Because of Winn Dixie (PG)
6:30 p.m. Hitch (PG-13)

Wednesday:
6:30 p.m. Hostage (R)

Thursday:
1:30 p.m. Unicycling and Comedy Show Live on Stage
2:00 p.m. Robots (PG)
6:30 p.m. Diary of a Mad Black Woman (PG-13)

Final meeting before event

The final meeting before the Multi-Cultural Heritage Day Celebration will be hosted at the Lifestyles, Insights, Networking, Knowledge and Skills building, building 2273, Wed. from 11 a.m. to noon.

The event is scheduled to kickoff May 4th.

For more information, call (858) 577-1269/7447.

Religious Services

The Chaplain’s Office is located in building 5632 and coordinates regularly-scheduled worship services. For the location and meeting schedules of religious activities, contact the Chaplain’s Office at 577-1333.

Sunday:
9:30 a.m. Protestant worship service
11 a.m. Roman Catholic Eucharist

Wednesday:
7 p.m. Baptist service

Monday-Friday:
11:30 a.m. Roman Catholic daily mass

Jewish:
7 p.m. First Friday of the month MCRD
7:30 p.m. Last Friday at Edson Range Chapel

EOD looking for new talent

Explosive Ordnance Disposal will host a brief for all Marines interested in a lateral move into the field, Monday, from 10 a.m. to 6 p.m. at the EOD classroom, building 22166, at Camp Pendleton. For more information contact your unit career retention specialist.

FPC open for enrollment

Miramar’s Family Practice Clinic is now open for enrollment as primary care manager for military families. The clinic recently opened for enrollment as space for new patients became available. For more information on enrollment, call (858) 577-6252. The center offers services including routine appointments, physicals for school, well-baby checks and immunizations.

Tax center still open

The Miramar Tax Center is remaining open from 9 a.m. to 2 p.m., Mon. - Thurs., until May 1. Any servicemember, family member or retiree can come into building 6250 to receive help filing their 2004 state tax returns, amendments to past federal returns (from 2002 to 2004) and state returns (from 2001 to 2004). For more information call (858) 577-1656.

Commissary now hiring

Miramar’s commissary is now accepting applications for baggers, full and part-time. Salary is paid by tips only. Family members ages 16 and over are preferred.

For more information, call (858) 577-4516 or see the lead bagger at the commissary, for an application.

Impounded Vehicles

The following vehicles have been impounded and need to be claimed by the owners. Towing fees average \$113, storage fees \$28 daily. For more information contact the Provost Marshal’s Office at 577-1461.

Vehicle:	License:	Vehicle:	License:
1989 Chevy Z24	CA/4TVY631	1994 Cadillac SLS	CA/3JFL323
2000 Ford Focus	CA/4JMZ536	1995 Nissan Sentra	CA/SZE4762
Mazda MX-6	FL/JPOJGS	1995 Mits. Eclipse	KY/907KKR
1987 Toyota Camry	CA/5CJZ685	1984 Linc. Limo	CA/3MGV444
Chrysler Shadow	MN/FPR718	1989 Ford Taurus	TX/T40PRC
1989 Toyota Camry	CA/4VI588Z	Unk. Trailer	CA/1VW1350

